

3. In regard to your third point, namely, the path from Sinkarapalli to East Kallada market being made into a public road, the Government are not prepared to undertake the improvement on it. Such improvements as are necessary should be carried out by the local people under the Ryots' Roads Rules.

4. You then ask for the completion of the work relating to the Kottavattukkal channel and raising the level of the Tottikkara anicut, and improvements to the Muzhiyil culvert. These two items have already been dealt with by me in connection with the representation of another Member to-day. I will refer you to that reply.

5. As regards the last point, the establishment of a *vaidyasala* at Koduvila, the Director of Ayurveda has already bestowed his attention on the subject and after the receipt of his report, Government will consider the question.

112. Needs of the Quilon town.

MR. M. K. ABDUR RAHIMAN KUTTY (*Member, Municipal Council, Quilon*) said that the road to the west of the Chinnakkada cattle pound was closed and that it resulted in the desertion of Chinnakkada which was a centre of commerce before. The road, if re-opened, would revive the traffic on that road and the importance of Chinnakkada.

Equally important with the road mentioned above was the construction of a wooden bridge near Sri Rama Vilasam tile works. A large section of the people living in Pallitottam had to go as far as Kochupilamodu to cross the canal. This was a great inconvenience.

Thirdly, the Member complained that the Quilon Municipality had not enough funds to attend to public works and it was wrong to entrust the responsibility to municipalities which were still in their infancy. He requested that the Government should undertake the following works :—

(1) Construction of one or two canals to drain the water collecting in the town into the sea.

(2) Proper maintenance of—

- (i) the Chinnakkada road ;
- (ii) the road to the south of the Municipal market ; and
- (iii) the road from the Assistant Excise Commissioner's office to the Cameron Road.

Fourthly, the portion of the Quilon canal between the Iron Bridge and Kochupilamodu which was commercially very important was in a very bad condition and required improvement. The banks should be strengthened, roads should be laid out on both the sides and the parapet walls along the banks raised in height as was done at Alleppey in regard to the Commercial Canal.

Fifthly, the Member requested the Government to have a definite programme of improvement of means of communication in Quilon town and to work it out bit by bit every year.

Lastly, he requested that the Municipality should be given local option in respect of liquor shops. Travellers' Bungalows and *satrams* should be transferred to the control of the Municipal Council together with the maintenance grant. There were a large number of tanks in the Quilon town which were in an insanitary condition. All these also should be transferred to the Municipal Council and the necessary funds placed at its disposal for their maintenance. All tanks should also be thrown open to all classes of people.

DEWAN'S REPLY: Mr. Abdur Rahiman Kutty, the question of re-opening the old Chinnakkada road near the cattle pound is a matter which the Municipal Council should consider, and if they think it necessary or desirable, they should move the Government in the matter.

2. In regard to the construction of a wooden bridge across the canal near the Sri Narayana Vilasam Tile Works, the cost is estimated at Rs. 5,000, and I am informed that the Municipality have decided upon the construction ; and if they find

the assistance of the Government to carry on the work necessary, they must ask the Government for help.

3. The construction of one or two canals to drain the water collected in the town to the sea will cost so much money as to make it prohibitive. Besides, the drainage in the Quilon town is fairly satisfactory, and it is only in times of abnormal rainfall that there will be stagnation of water.

4. In regard to the proper maintenance of the Chinnakkada roads and the roads to the south of the Municipal market, these are being fairly well kept up at present with the sanctioned maintenance grant. The Chief Engineer will take up the question of metalling or gravelling the roads as the case may be.

5. Then you want to raise the parapet wall along the edge of the canal from the Valiyapalam to Kochupilamudu; there is already a parapet wall one foot high and I do not think it is desirable to spend money on it.

6. With regard to your other representations, these are all matters which are primarily the look-out of the Municipality. If the Municipality wants Government help or advice, it should make out a case and come up to the Government.

113. Needs of the Shencotta taluk.

MR. L. ADIVARAHA AIYAR (*Member, Shencotta taluk*) said that the roads from the 57th mile of the Quilon-Shencotta road to Karkudi and from the 56th mile of the Quilon-Shencotta road to Tekkumedu in Puliya were in a bad condition and were unfit for cart traffic. Both were very useful for agriculturists if properly maintained and metalled. The latter road served the needs of about 1,000 acres of *nanja* and *punia* lands. It was imperatively necessary in the interests of the ryots of the locality, that the two roads should be metalled early.

The Shencotta-Samburvadakarai road should be extended to Poikai through Vannankulam and Karumkulam as the want of this road was very keenly felt.

Next, the causeway across the Samburvadakarai river served only the purpose of an anicut, the flood level rising to about five feet above the road level during the rains, causing considerable damage to the car street close by. At Aykudi also, the causeway was quite useless even for pedestrians. In the places of these two causeways, substantial bridges should be constructed.

Again, for want of a proper vent-way at the northern end of the bridge across the Hariharanadi in Shencotta town, a portion of the road there was washed away in the floods of 1099 and it was repaired at a cost of Rs. 3,000. There was a recurrence of the breach in 1101, also necessitating a further expenditure of Rs. 500. To avoid similar breaches in future, a new bridge should be constructed with more suitable vent-ways.

For want of a suitable resting place near the Shencotta railway station, passengers were suffering severe hardship and a *satram* close to the railway station should be constructed at the earliest possible opportunity.

Shencotta was entirely an agricultural taluk. The ryots were feeling the scarcity of green-leaf manure. Free passes for the collection of green-leaf manure applied only to unreserved areas in the forests. But the unreserved portions could not meet the demand. It was therefore necessary to extend the scope of the free pass system to reserved areas also, and if this be not possible, the Forest Department should be ordered to collect green-leaf manure at the cost of the ryots.

The imposition of a cess on head-loads of fuel was a source of much hardship to the poor people who made a living by that. They should be allowed to enjoy the privilege of collecting head-loads of fuel from the forests without their being required to take out any pass.

Till the last revenue settlement, Shencotta taluk had extensive grazing grounds. With the registry or conversion of the grazing grounds into reserves, there was considerable difficulty for rearing cattle. The Forest Department also did not allow the grazing of cattle at the foot of the hills which were included in the reserves. A belt of land to a width of at least one mile from the foot of the hills for the purpose of grazing cattle should therefore be disafforested.